

SECTION 5: NEXT STEPS

The Corridor Management Plan is the Harlem Valley’s blueprint for the Route 22 Corridor. This chapter outlines the tools that the municipalities and NYSDOT have at their disposal to implement the recommendations discussed in the previous chapter. These tools are best viewed in the context of their application at the local and regional levels.

LOCAL PLANNING TOOLS

In general, the **local zoning regulations** will be the most important tool for communities to guide and regulate development in accordance with this Corridor Management Plan. Each community needs to evaluate its current zoning and develop amendments that will codify the Corridor Management Plan to support the creation of growth areas and greenbelts. Such zoning amendments might include provisions for the following:

- Mixed-use Zoning;
- Limited Access Overlay Districts;
- Transfer of Development Rights;
- Lease of Development Rights; and
- Cluster By-law/Overlay Districts.

Changes to local **subdivision regulations** and **site plan review procedures** may also be needed to promote the Corridor Management Plan.

The Harlem Valley communities should also consider the development and adoption of local **design guidelines** that can be applied during the site plan and subdivision processes to implement the vision of the Corridor Management Plan. Each community needs to establish guidelines that address the following issues;

- The layout and design of local streets, sidewalks, and bicycle facilities;
- The relationship of buildings, driveways, landscaping, and parking to streets (access management);
- Architectural standards for buildings; and
- Standards for signs, to include materials, colors, and design.

The adoption of such guidelines provides a degree of consistency over time as planning and zoning board members change. The Appendices include references to various design guidelines, including Dutchess County *Greenway Connections*, which can serve as resources for the local communities in the implementation of this recommendation.

Table 3, Primary Responsibility Matrix, summarizes the primary responsibility for adopting and implementing the plan recommendations. The Corridor Management Plan is very much a long-range plan, and some components are not expected to become a reality for ten, fifteen, or even twenty years. It is important to take stock of conditions and reassess the plan at various intervals. The following is a brief summary of the initial “next steps” that should be undertaken to ensure the implementation of the Corridor Management Plan.

Table 3: Primary Responsibility Matrix

Plan Recommendations				
		Municipality	NYS DOT	Joint Effort
Short-term				
1.0 Growth in Defined Areas				
1.1	Define Priority Growth Area	X		
1.1.1	Mixed-use zoning	X		
2.0 Open Space Preservation				
2.1	Designate Greenbelts	X		
2.1.2	Lease development rights	X		
2.1.3	Transfer development rights	X		
2.1.4	Land acquisition through existing land trusts	X		
3.0 Harlem Valley Transportation Plan				X
3.1	Cross-section guidelines			
3.1.1	Rural			X
3.1.2	Highway commercial			X
3.1.2.1	Divided			
3.1.2.2	Undivided			
3.1.3	Village/hamlet			X
Intermediate				
2.0 Open Space Preservation				
2.1	Designate Greenbelts	X		
2.1.1	Cluster by-law/Overlay district	X		
3.0 Harlem Valley Transportation Plan				X
3.3	Capacity Improvements			
<i>Long-term Capacity Improvements</i>				
3.3.1	Aikendale Road, Pawling		X	
3.3.2	Coulter Avenue/Pine Street, Pawling		X	
3.3.3	Mill Street, Dover		X	
3.3.5	CR 21 (Pleasant Ridge Road), Dover		X	
3.3.6	Mill Street, Dover		X	
3.4	Safety Improvements			
<i>Intersections with Route 22</i>				
3.4.1	Aikendale Road, Pawling		X	
4.0 Design Guidelines		X		
5.0 Access Management				
5.1	Incorporate access management tools into site plan review and sub-	X		
5.1.1	Shared driveways			
5.1.2	Shared parking/ connections			
5.1.3	Rear/side parking			
5.1.4	Corner sight distance			
5.1.5	Increase driveway setback from intersection			
5.2	Define/limit number of driveways through a Limited Access Overlay District			X
6.0 Signage				
6.1	Signage design guidelines	X		
6.2	Harlem Valley Signage Plan			X
7.0 Pedestrian/Bicycle Safety & Mobility				
7.1	Sidewalks in growth areas -- 0.5-mile radius			X
7.2	Village Traffic Calming			X
Long-term				
1.0 Growth in Defined Areas				
1.1	Define Priority Growth Area	X		
1.1.2	Density bonus	X		
1.1.3	Infrastructure provision	X		
3.0 Harlem Valley Transportation Plan				X
3.2	Roadway connections			
3.2.1	Provide secondary access roads			X
3.2.2	Encourage grid system	X		
3.3	Capacity Improvements			
<i>Long-term Capacity Improvements</i>				
3.3.7	Route 44/Route 343, Amenia		X	
3.4	Safety Improvements			
<i>Intersections with Route 22</i>				
3.4.3	Coulter Avenue/Pine Street, Pawling		X	
3.4.7	Dover High School, Dover	X		
3.4.9	Oniontown Road, Dover		X	
3.4.12	Haight Road, North East		X	
3.4.14	Route 199, North East		X	
3.4.15	Route 44/Route 22, Millerton		X	
<i>Highway Segments along Route 22</i>				
3.4.18	Grand Union to McDonald's, Dover		X	
7.0 Pedestrian/Bicycle Safety & Mobility				
7.3	Pedestrian/Bicycle connections in key locations			
7.3.1	Dover Plains to Tally Ho Mobile Home Park, Dover	X		
7.3.2	Amenia hamlet north to Maplebrook School, Amenia	X		
7.3.3	Route 22 at CR 67 (Quaker Hill Rd.) to Pawling Metro-North RR Station via Main St., Pawling (bicycle only)			X
7.3.4	CR 4 (Poplar Hill Rd.) to Tenmile River Metro-North RR Station via CR 5 (Sinpatch Rd.), Amenia (bicycle only)			X (County)
7.3.5	Route 343 to HVRT along Mechanic Street, North East (bicycle only)			X

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REGIONAL PLANNING TOOLS

Two documents require a coordinated effort between the municipalities and the NYSDOT. **The Harlem Valley Transportation Plan** depicts the major physical recommendations, including proposed cross-sections, capacity and safety improvements, and new pedestrian and bicycle facilities. The intent of the transportation plan is to guide municipalities, the county and the state on future projects in the area. Ideally, each community would adopt, by local legislation, those parts of the Harlem Valley Transportation Plan that are relevant to its circumstances. The Harlem Valley Partnership and the Poughkeepsie-Dutchess County Transportation Council will assist the communities with this task, if desired. Again, the transportation plan will evolve as conditions change or projects are implemented, and modifications to the plan should be coordinated and reviewed with NYSDOT to ensure consistency with state guidelines.

Similarly, the **Harlem Valley Signage Plan** should be developed and adopted by local legislation in cooperation with NYSDOT. This signage plan would establish guidelines specific to Route 22 that are consistent with NYSDOT regulations, and would establish structured guidelines for materials, colors and text that are consistent with the character of the area. The intent of the tool is to have the signage plan pre-approved by the NYSDOT and designate a local agency to review signage applications.

NYSDOT CAPACITY AND SAFETY IMPROVEMENTS

The NYSDOT needs to consider and review the various capacity and safety recommendations in the context of their capital program, the PDCTC Transportation Improvement Plan (TIP), and proposed roadway projects within the Route 22 corridor. Some of the recommendations will require additional analysis and design prior to implementation.

CONCLUSION

The completion of the Route 22 Corridor Management Plan is a significant accomplishment for the six communities and the Harlem Valley Partnership. Route 22 runs through the heart of the Harlem Valley and this plan provides the framework to guide local municipalities and NYSDOT in making decisions about growth, site development and transportation improvements. Now is the time to move forward.